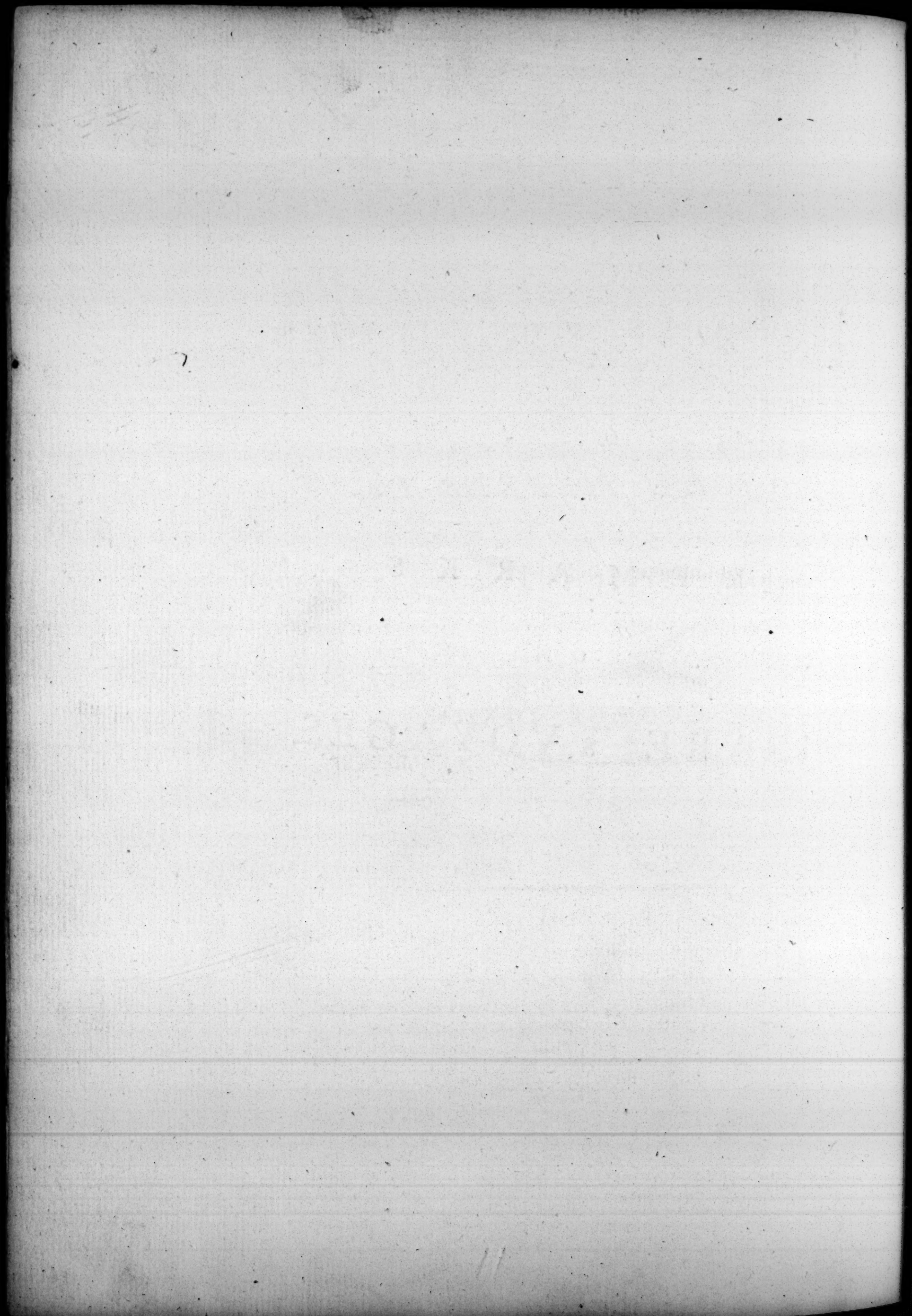


*Sir Jos.^h Banks
from the Author,*

R E M A R K S

O N

MEARES'S VOYAGES.



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REMARKS ON THE VOYAGES

O F

JOHN MEARES, Esq.

IN A LETTER TO THAT GENTLEMAN,

B Y

GEORGE DIXON,

LATE COMMANDER OF THE QUEEN CHARLOTTE,
IN A VOYAGE ROUND THE WORLD.

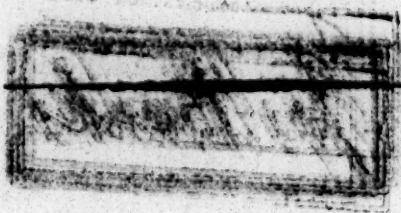
L O N D O N :

PRINTED FOR THE AUTHOR, AND SOLD BY JOHN STOCKDALE, PICCADILLY;
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M,DCC,XC.

[PRICE TWO SHILLINGS AND SIXPENCE.]

Jos. Banks

TO
JOHN MEARES, Esq.



SIR,

WHEN voyages, of whatever nature, whether for the purposes of exploring countries hitherto unknown, or of promoting useful and important branches of commerce, are undertaken, and the result of them is deemed of sufficient importance to be publicly communicated to the world, we naturally expect to meet both with entertainment and instruction. It has indeed been the custom perhaps formerly, for travellers both by land and water, to indulge their ideas in describing countries which perhaps never existed but in their own imagination, and this from a supposition that no one would be hardy enough to contradict them

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by

by actual observation ; and consequently when mankind were agreeably entertained, their end was answered.

However, in this enlightened age, we naturally expect, not only agreeable entertainment, but information which may be depended on ; and more especially in works where to discovery, is added the elucidation of a branch of commerce, which, though yet in its infancy, may hereafter be of the utmost importance to this country. Of this nature I conceived the work lately published by you, entitled, “ Voyages made in the years 1788 and 1789, from China to the North-west coast of America. To which are prefixed, An Introductory Narrative of a Voyage performed in 1786, from Bengal, in the Ship Nootka ; Observations on the probable Existence of a North-west Passage ; and some Account of the Trade between the North-west coast of America and China, and the latter country and Great-Britain,” to be, and accordingly perused it with eagerness and attention ; and more especially, as having myself been engaged in the same employment, I naturally expected to find my knowledge of the geography of the North-west coast of America increased, and that your labours had been properly devoted to encourage discovery, navigation, and
I commerce.

commerce. Guess, then, Sir, my surprize, when I found your pompous publication scarcely any thing more than a confused heap of contradictions and misrepresentations.

To point out half your absurdities, would fill a volume large as your own, and require much more time than I at present can spare; however, the duty I owe the public and myself, obliges me not to pass them over in silence: I shall, therefore, without further preface, point out *some* of your numerous errors, as they occurred to me on perusing them.

In page 38 of your Introductory Voyage, you say, "Before I conclude this note, I shall remark on the declaration of Captain Dixon, in the account of his voyage, that the disorder which so severely afflicted my crew, arose from their uncontrouled application to spirituous liquors.

"In the first place, the assertion is not founded in fact; and secondly, Captain Dixon's crew and himself being visited by a similar affliction, I have an equal right to retaliate the same accusation upon him."

As

As I am not the author of the above declaration, whether true or false, I have nothing to do with it. I remember, on reading that part in the book alluded to, that I enquired of Mr. Beresford, on what authority the passage was inserted; his answer was, From Captain Meares's own people. Mr. Beresford is at present in London, and can, I doubt not, give a satisfactory answer to any question that may be asked him on this head.

In page 201, Voyages to the North-west coast of America, you have the following note: "On enquiring of Captain Duncan, concerning his distressed condition, he told me that he had met Captain Dixon, in the Queen Charlotte; and, though that ship was on her return to China, and abundantly stocked with every thing; and though she belonged to the same owners with the Princess Royal, the provident commander thought it much better to carry all his stores back to China, than to spare any of them to the latter vessel, though they would have been so great an alleviation to the hardships of her voyage."

Any person, on reading the above note, would naturally conclude, that, at the time I met with Captain Duncan, I had lately
come,

come from China with plenty of stores of every kind on board, and yet so inhumane as to refuse any of them to a fellow-creature and countryman in distress; especially as you say in the note, "carry them back to China."

The fact, however, was directly to the contrary. I fell in with Captains Duncan and Colnett near the place where you met them, after having been from England twenty-three months, and never near China during that period. They had been from England only eleven months. I supplied them with a puncheon of molasses, a hoghead and a harness-cask of Sandwich Island pork, what trade they wanted, and a copy of my charts.

Captain Duncan had also a copy of whatever part of my log-book he chose; for which purpose, he was on board the Queen Charlotte, together with Mr. John Etches, all one night.

Wine, tobacco, and portable soup, they had procured from Captain Barclay, when in King George's Sound (which place they had left only two or three days), and for which I afterwards paid him near 400 Spanish dollars in China, agreeable to the re-

quest of Mr. John Etches. My four krout was all expended, and I had neither porter nor cheese: Indeed I never had much of either; the greatest part of that I had on leaving England, was sent me as a present by my late worthy commander, John Gore, Esq. of Greenwich Hospital, and Captain Stephenson of Wapping.

In page 54 of your "Observations of the probable existence of a North-west passage, &c." speaking of the King George and Queen Charlotte, after giving a pompous account of their outfits, &c. you observe, that "their voyage was tedious and dilatory; and their success, both with respect to commerce or discovery, by no means adequate to their superior equipment."

In order to ascertain what additions I made to the geography of the North-west coast, be so kind, Sir, as take the trouble of comparing my chart with any former one; a copy of which, extending from lat. 51° N. to $55^{\circ} 30'$ was given to you I believe by John Henry Cox, Esq. of Canton, some time before you sailed for the coast of America; at the same time, he gave you a copy of Captain Barclay's chart from Nootka Sound to the Southward,

along the coast as far, or nearly so, as you went ; together with a chart of the coast, or at least that part of it, which Don Francisco Maurelle had touched at, and all the information that could be obtained from Captains Hannah, Lowrie, and Guise.—A short statement of what I did respecting commerce, will easily settle that point.

I collected on the North-west coast, 2000 sea-otter skins, 100 fur-seal, several land-beaver, land-otter, martin, fox, bear, marmott, and other skins ; besides a large quantity of inferior pieces of sea-otter skins. Now, Sir, these, according to your *probable arithmetic*, should have been sold in China for considerably more than 200,000 Spanish dollars ; but, strange to tell, even with the addition of Captain Portlock's, which made the number of sea-otter skins 2552, and considerably added to the number of other sorts of inferior value, they only fetched 54,857 Spanish dollars at the Chinese market ; yet believe me, Sir, *I neither divided any of them amongst my people, nor sold any on my own account.*—If you would wish to be informed why they sold for so small a sum, please to enquire of Mr. Richard Cadman Etches, as you seem to be well acquainted with him ; he, I doubt not, can give you every satisfaction on
that

that subject.—As a further proof of our “*success in commerce*,” I shall here present you with a comparative statement of the quantity of sea-otter skins brought to China by different ships, which Mr. Cox very obligingly favoured me with.

		<i>Sea-otter skins.</i>
Captain Hanna, first voyage		560
Ditto	second ditto	100
And of slips and pieces 300 fold as		60 skins
Captains Lowrie and Guise	-	604
Captain Meares, first voyage	-	357
Captain Barclay	-	800
		—
		2481
Captains Portlock and Dixon	-	2552
		—
		5033

Total number of sea-otter skins 5033; all which, including 434 cub, and 34 fox (belonging to the King George and Queen Charlotte),

Charlotte), sold for 146,842 Spanish dollars in China; and, taken at a mean, makes nearly 29 $\frac{1}{2}$ dollars per skin.

I should have been happy to have included in the above statement, the furs brought to the Chinese market by yourself your second voyage, and also those belonging to the Prince of Wales and Princess Royal. These accounts you had it in your power to have laid before the public; but, for reasons best known to yourself, you have thought proper to keep them secret. However, from what I have already done, the world will be able to judge whether your statement of *real* and *probable* losses is accurate, or fallacious.

In the paragraph just quoted, you say, "They (the King George and Queen Charlotte) were authorised to make settlements, and form factories." I should be glad to be informed by you, Sir, how it was possible for this to be done, when all my people, to a man, had signed articles to return with the ship?

You proceed in the same page, "After these ships had separated, the Queen Charlotte proceeded to the southward of Prince

D

William's

William's Sound ; and continuing her course to that part of the coast named by Captain Cook, Behring's Bay, she entered a port which then received the name of Port Mulgrave. Captain Dixon then proceeds to the Cape Edgcumbe of Cook, and from thence traces the coast till he arrived in a port which was honoured with the appellation of Port Banks ; and finally discovered the northern part of those islands, whose southern extremity was first discovered, as has been already mentioned, by Captains Lowrie and Guise. The ship then takes her course down the western side of these islands, and, rounding the southern extremity of them, proceeds partly between them, and what was at that time supposed to be the Continent of America ; but, apprehensive of being entangled among these islands, she quitted them at once, and proceeded on her voyage to China."

For what I did, after parting company with Captain Portlock, I refer to the Account of my Voyage ; and shall only remark, that, after being on the coasts of Queen Charlotte's Islands for a month, the time drew near (Aug. 15, 1787) when I was, by my instructions, to expect Captain Portlock in King George's Sound. This circumstance, and not the " apprehension of being entangled

tangled among those islands," induced me to leave them, and steer for that place ; off which I fell in with Captains Colnet and Duncan, as has already been related. They informed me, that Captain Portlock was not in the Sound, neither were there any furs to be procured ; as a Captain Barclay had lately left it, and failed to the Southward ; in consequence of which, I determined to steer for Sandwich Islands.

That Captains Lowrie and Guise saw the Southern parts of Queen Charlotte's Islands in 1786 I do not dispute ; and I hope you will admit, that both Captain Portlock and myself fell in with these islands in company the same year, near Hippah Island ; but if this is to be called a *discovery*, I am inclined to think the Spaniards may claim a right to it ; for it appears by the general chart to Captain Cook's last voyage, that they must have seen this land in the year 1775, and I dare venture to say knew as much of it then as either Captains Lowrie, Guise, Portlock, or myself did in 1786. What I observed of them the ensuing year is fairly stated, both on my chart, and in the voyage to which it is annexed.

In

In the voyages to the North-west coast of America, speaking of Owhyhee, p. 343, you observe, that " Though several European vessels have been off the island, yet the Iphigenia alone had anchored in Karakakooa Bay, &c."

As it appears by a note in p. 38 of your Introductory Voyage, that you have read the voyage performed in the Queen Charlotte, and consequently an account of her transactions at Owhyhee, it appears strange that you should so roundly assert, that no vessel, the Iphigenia excepted, had anchored there since the death of Captain Cook. This, however, is but of a piece with the rest of your misrepresentations; and to refute it, I shall only refer to the account of my voyage, page 50, &c.

A little further (page 354) you tell us of Captain Douglas being informed by a chief at Owhyhee, " That Taheo had been furnished by the Captains Portlock, Dixon, &c. with a quantity of arms and ammunition, on the express condition that he would not afford any supplies whatever to Captain Meares or his associates."

Pray what could induce you to insert so pretty a story? It certainly must be from a firm belief of its being a fact; but you ought first to have considered the corroborating circumstances; which as you seem not to have done, I will endeavour to do for you.

When I was last at the Sandwich Islands, you must have been at, or near China, and, as I thought, had taken leave of them for ever; neither at that time had I the most distant idea of seeing them again.

Admitting this to be the case, is it probable that I should give arms and ammunition to Indians, on the "express conditions" of not affording support to a person whom I had every reason to think would never come near the place? The supposition is ridiculous, and scarcely deserves a serious refutation: But I declare, that I never gave or traded away at the Sandwich Islands, or any other place, to an Indian, either musquet, pistol, or a grain of powder; and I defy you to prove the contrary. Yourself and your associates, however, seem not to have been very delicate in this respect; for it appears by your own account*, that you

* Voyages to the North-west Coast of America, page 196, &c.

have furnished the Indians with dangerous and destructive weapons, and the consequence was "a most shocking scene of blood and massacre." Pray how do you reconcile actions like this with that "milk of human kindness" which you endeavour to make the public believe you are possessed of?

In your "Observations on the probable Existence of a North-West Passage," speaking of Captain Barclay, you observe, that "he performed the whole of the voyage in twelve months, which employed the King George and Queen Charlotte upwards of two years."

Have you forgot, Sir, that Captain Barclay went no farther to the Northward than King George's Sound, and was only three months on the coast, and that the King George and Queen Charlotte were there two seasons? Pray, good Sir, recollect yourself, and I trust I shall hear no more of such invidious comparisons.

Your misrepresentations are not, however, confined to me alone. Captain Duncan next comes in for his share. You observe, that
* He occupies almost a whole summer in this station, (Queen Charlotte's

Charlotte's Isles), and yet, strange as it may appear, quits the coast of America without knowing that Captain Douglas had already taken the same course."—Vide Observations on the probable Existence, &c. page 54.

I acknowledge myself entirely at a loss to know what you mean by this assertion; for, if you wish it to be understood that Captain Douglas was gone to China, that certainly was not the case; and if you mean to insinuate that he was in the Archipelago before Captain Duncan, there again you must be wrong; for at the time you saw Captain Duncan off King George's Sound, in his way to China, we find Captain Douglas at Cross Cape by your own account*.

In your Introductory Voyage, page 10, speaking of skin-canoes, are these words: "The canoes of this make, extend from the straits of the two continents along the coast as far as Cape Edgecumbe."

Here you ought to have added, "for any thing you knew to the contrary;" for I assert it as a positive fact, that the wood canoe

* Voyages to the North-west Coast, page 353.

brought to England by me, and which I presented to Sir Joseph Banks, came from Port Mulgrave, which is situated in $59^{\circ} 33'$ North latitude, and 140° West longitude; and that during the whole of my stay there, I never saw one *skin*-canoe.

But your knowledge is certainly unbounded, and such as I believe no mortal before yourself ever possessed; for I find in your Introductory Voyage, page 4, the following remarkable passage: "It had, indeed, been one continued fog ever since we crossed the latitude 35° ; and from that time we had not been able to make more than two observations. We very fortunately had a time-piece on board, which proved of the greatest utility." It would be of the utmost service to the world, and more particularly those who are any way interested in navigation, if you would inform them what became of your *invaluable* time-piece. Pray, what were her principles, and who was the maker? for she certainly must have been wonderfully constructed. I had a pocket time-piece, made by Mr. John Arnold of London, who I have hitherto thought to be one of the first makers in that line in this kingdom, if not in the world: but I now find myself mistaken; for I am free to confess, that mine was not of the least utility to me at sea, unless I could see both the sun and the horizon.

In

In your Introductory Voyage, page 38, you take notice of a very extraordinary race of people, and add, " They had never been before seen by any navigator; and had not a favourable wind sprung up in the night, we intended to have passed a few days among them. The latitude of this part of the coast is in $56^{\circ} 38'$ North, and the longitude $223^{\circ} 0' 25''$ East of Greenwich."

According to the latitude just quoted, this should be near the North side of the entrance into Port Banks; but the land, as laid down both in your chart, and mine, must err $1^{\circ} 30'$ in longitude, as we differ that distance from your own observation, which I make no doubt must be very accurate, as you have set it down *to the greatest minutiae, viz. seconds*: But as to your being the first navigator that ever saw these *extraordinary people*, is to me by no means equally clear; for I had been for some time at anchor in Norfolk Sound, trading with the natives there; had left that place, and even Port Banks, by the 26th of June, and you did not arrive there before the 1st or 2d of July. I also saw the same kind of people at Port Mulgrave in May*: *besides* all this, the Spaniards must certainly have seen them so early as 1775.

* Vide Dixon's Voyage, page 172.

We are told in page 56 of the "Observations on the probable Existence, &c." that "The Washington entered the straits of John de Fuca, the knowledge of which she had received from us. You also observe, that "The track of this vessel is of great moment." Be so good, Mr. Meares, as to inform the public from what authority you introduce this track in your chart?

I have read your amusing and *instructive* book again and again, and cannot find any account of it; I therefore strongly suspect it never was taken from any actual survey, but has been introduced into your chart merely as a pretty variety to fill up a blank; and I cannot think of any thing it resembles so much as the mould of a good old housewife's butter pat.

In your Account of the Trade between North-west America and China, (page 68), you observe, that "Two, of the small number of ships which have failed hither, have been wrecked, and others have proved unfortunate, either from the bad management or ignorance of their conductors."

I beseech

I beseech you, in the next edition of your valuable book, to alter this passage; for, as it stands at present, I am afraid it is rather too pointed at your *own conduct*.

The reception you met with at the Sandwich Islands, on your return from the Western coast of America to China, was very flattering; your account of it * says, "We remained here a month, during which time the islanders appeared to have no other pleasure, but what arose from shewing kindness, and exercising hospitality to us." And what return, I would wish to ask, did you make for all this kindness and hospitality? If your answer is not at hand, I can furnish you with a true one; you fired four-pound shot amongst them on shore. Should you wish to know from what authority I make this assertion, I answer, from Mr. Ross your chief mate. — The last time I was at Onehow, the natives gave me to understand something about the matter, though I could not rightly comprehend what ship had done it; but on my mentioning the circumstance to Mr. Ross, he frankly owned it was Captain Meares's, and that it was in consequence of a quarrel which originated on some of the

* Introductory Voyage, page 39.

Indians stealing either the cat-block or fish-hook, I do not at present recollect which: Mr. Ross added, that he and several of your people were on shore the day after this affray happened, when the inhabitants produced some of the shot you had ordered to be fired amongst them, and wanted much to know for what reason you had done it; at the same time they used him and the people with him exceedingly well. I should have imagined that a person of Mr. Meares's *feeling* and *humanity*, might have settled a business of this kind amicably, or at least without adopting such rigorous measures: your conduct, however, on this occasion, clearly points out the reason for their cool behaviour to you the last time you visited them, and which has already been noticed.

In your "Observations on the Probability of a North-west Passage, &c." speaking of Captain Cook, you say, "The weather in this important part of the voyage was so unfavourable, that the ships were prevented from approaching the coast; for, though the *Felice* and *Iphigenia* did explore these latitudes, (56° to 47° North) yet there is every reason to lament that Captain Cook was himself prevented from such an examination as would have proceeded from him."

Give

Give me leave here, Sir, to compliment you on your modesty; you say that the Felice and Iphigenia “*did explore*” the latitudes just mentioned; yet, in the same breath, you lament that Captain Cook was prevented from doing it. — No notice however is taken by you of what either Captains Duncan or Barclay have done towards surveying this part of the coast; this country is indebted only to the Commanders of the Felice and Iphigenia; for you tell us, (page 17), “Thus has been unveiled the whole of the American coast, particularly those parts between the latitude 50° and 55° North, and 47° and 48° North; and surely this survey gives room for something more than conjecture on the subject.”

I find in the same Observations, (page 50), speaking of the Straits of John de Fuca, the following passage: “If it should be asked why these Straits were not penetrated, or at least some attempt made to penetrate them? the answer is at hand; — the destruction of our commercial enterprize by the ships of his Catholic Majesty.”

What a pity! the Dons should be made to pay well for this; for long before this time, you would *probably* have been in England

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by

by way of the North-west passage; for discovering which, there is a reward of £20,000: I hope and trust you will not forget to include this, either in the *actual* or *probable* losses you have sustained.

Having in your "Observations, &c. on the probable existence of a North-west Passage," page 48, favoured us with an attempt to prove the probability of a communication between Cook's River and the Southernmost part of Baffin's Bay, or the Northernmost part of Hudson's Bay, into the Atlantic Ocean, you proceed, "For it should be remembered, that in the highest known latitude of Cook's River, no impediment was observed to the further progress of ships, either from rocks, shoals, or a want of a due depth of water; the channel, on the contrary, appearing capacious and extensive, and abounding with whales." I should be glad to know on whose authority you make the above assertion? for I cannot find, after perusing your account of Captain Douglass's voyage, and your own also, that either of you were so high up this river, or higher than $60^{\circ} 30'$ North latitude; or that you had boats higher than the *narrows*; and Captain Cook, in his chart of that river, (*vide* Cook's last voyage), evidently shews the contrary; for
he

he has laid down a large shoal *above the narrows*, on which the ship grounded; and the depth of the water, as put down on that chart, (an authority which I presume you are not disposed to controvert) decreases.

Neither do I find in his book the least notice taken of their seeing any whales. However, should any future navigator, on the credit of your assertion, (which, begging your pardon, I scarcely think they will), go up there to catch whales, and be disappointed, for their encouragement, I can venture to affirm, they may obtain plenty of fresh salmon.

Again, at page 57, after producing a variety of what you call "corroborating proofs" of former writers, are these words: "If these particulars can be supposed to have any weight, how much will it be increased when it is known that ships have reached between 61 and 62 degrees of latitude in Cook's River, where a navigable strait of considerable extent appeared to their view, free from ice, or impediments of any kind, and where the rise and fall of the tide was so great that there must be other extensive channels for the reception of the waters which can only be East?"

Had

Had Captain Cook been living, what answer would he have made to this bold assertion? or what reason could he have assigned, "when there was no impediment of any kind in his way," why he did not push boldly on, and at once make the passage so long looked for in vain? But though that illustrious navigator is no more, respectable authority may easily be found to controvert any assertions of this kind.

Captains Burney and Bligh, of the navy, were both of them with Captain Cook when he discovered the river just mentioned. Captain Bligh, at that time master of the *Resolution*, surveyed it, laid down the shoal and the various soundings which I have already noticed; and, I doubt not, is fully competent to determine, whether in the highest "known latitude" of Cook's River there are *any impediments* in the way of navigation.

For the purpose of combating vulgar prejudices, and *unpopular* doctrines, you "beg leave to introduce the voyage of the *Iphigenia**." Why produce that voyage, when you *have it in your power* to produce a much better? I mean Captain Duncan's. —

* Observations on the Probable Existence of a North-west Passage, page 45.

As you confess to have Mr. Arrowsmith's chart, on which Captain Duncan's track is laid down, in your possession, it is but too plain that you have been furnished from it with the greatest part of the materials to construct your own; yet, in no part of your work do you acknowledge the obligation, except one; and, strange to tell! in that very place you differ from Mr. Arrowsmith's chart no less than $19^{\circ} 45'$ to the westward.

The part where you exercise your talents in so wonderful a manner, is the sea seen by Mr. Hearne. Go on, Sir; make one remove more, and you will open a North-west passage.

Speaking still of the *Iphigenia*, you observe, "This ship enters so far to the East, that she passes, by three degrees, the western boundary of Mr. Hearne's sea in 72° , (but placed by Mr. Arrowsmith, in his chart lately published from Mr. Turner's charts and journals, in the latitude of $68^{\circ} 15'$ North, and longitude of 228° East of Greenwich) when a clear and extensive passage is seen without impediments."

Well might the ship be to the Eastward of that place; for, as I observed before, (when speaking of your own chart), that part

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placed

placed by Mr. Arrowsmith in longitude $247^{\circ} 45'$ East, you have removed to 228° East, which is *only* $19^{\circ} 45'$ to the westward of him; but, not contented with that, you have laid down the land $1^{\circ} 30'$ to the eastward at Princess Royal Island, Nepean's Sound, Banks's Island, and in general, all that side of the channel.

On what authority you have deviated in your chart from Captain Duncan (as laid down by Mr. Arrowsmith) I know not, there being no reason whatever assigned for it in your publication; neither can I by any means learn why we are favoured with Capes *Mendozino* and *Mendocino*, in your *very correct* delineation of the American coast; as the most correct chart extant, so far as relates to that part of the coast, has only *one* Cape Mendocino; the other is called *Cape Blanco*, which cape you have been pleased to remove $1^{\circ} 39'$ to the Northward of its real situation.—By the same happy method (discovered I believe only by you) of removing land at pleasure, you have placed Port Sir Francis Drake in latitude 49° North, but which I presume can only be found in $47^{\circ} 30'$ nearly.

In your instructions to Captain Douglas, (Appendix No. 5.) are these words: "I recommend you to make the coast to the
A South-

Southward : and as you have the credit of discovering the great island, the North-west side of which, comprehending near four degrees of latitude, is entirely undiscovered ; I therefore recommend your making Cape Saint James, the Southern extremity of the great island, as the first point on the Continent of America. As you steer along the North-west side of the great island, you will explore it minutely, to the height of 54° North ; where resides a chief, whose district is large, and where Captain Dixon procured in a few hours, two hundred cloaks, or six hundred skins."

In the passage now quoted, and other parts of the same instructions to Captain Douglas, concerning this *great island*, as you are pleased to call it, and to whom you give the honour of the discovery, you frequently make use of the name "*Cape Saint James*." Pray how did the Cape obtain that name ? And how came you to be informed that I had visited this *great island* at or near the latitude 54° North, and where I purchased such a number of skins ? Why not say at once to your associate, " I was favoured by Mr. Cox with an account of this place, together with a copy of a chart which Captain Dixon gave him in China ? "

This

This would have been telling the plain truth at once: but this I presume did not suit your purpose; palpable falsehoods, or studied misrepresentations, seem to be the most striking traits of your very extraordinary performance.

A little further on in the same instructions, you say, "Let your orders to Mr. Funter be clear and explicit. When you separate at Cape Saint James, he will proceed into the great channel, and steer up the North-east side of the great island, as high as $54^{\circ} 30'$ North, and be employed alternately between the island and the main land of America; a plan of which is now in your possession, as well as information of the various chiefs, and their places of residence:—the paper of intelligence respecting this, which I fortunately procured, accompanies these instructions."

You will please to recollect, Sir, that you have told us, in the instructions just quoted, that you received some information from the Princess Royal; and, in another place you mention "Port Royal:" So that it is no difficult matter to *unveil* your secret, and learn from whence you obtained your plan and information respecting the North-west side of the *great island*, and the opposite side of the channel.

I have

I have already mentioned Captain Barclay's chart, and shall now give the position of different places on the North-west coast, as I have taken them from the Memoire of a Map published by Mr. Dalrymple in 1789; Captain Barclay's chart, given me by John Henry Cox, Esq. not being at this time in my possession.

The positions from Captain Barclay's chart just mentioned are:

Lat. North	Long. West of Greenwich.	
47° 9'	125° 23'	Point Fear
47 43	125 1	Destruction River
47 47	125 14	Pinnacle
48 8	125 31	Cape Flattery
48 24	125 47	Center of Tallock Island
48 26	125 44	South point of De Fear's entrance.
48 33	125 48	North point ditto
48 50	126 00	South point Barclay's Sound
49 00	126 17	West point ditto
	127 0	West point Nootka

Whether or not this chart has been of service to you, the most superficial reader of your voyage will be able to discover: but your gratitude seems to keep pace with your other intellectual endowments, as I do not find in the whole course of your work, the smallest acknowledgement made for the many advantages you derived from it.

The same may be said respecting the use you have made of Captain Duncan's chart, different positions from which I would have given, but at present it is not in my possession.

I now come to take some notice of the agreement of your own charts one with another, and here I confess myself entirely at a loss in regard to the *interior* part of America; for they differ from each other so very materially in this particular, that I cannot find any other method of reconciling them, than by supposing that parts of them are taken from different authorities, and the remainder probably laid down from your own survey when on the lakes of Canada; as, from the following passage in your *Voyages to the North-west coast of America*, page 222, I find you were stationed there in the early part of your life: "And here, I trust, it will not be considered as an impertinent digression,
if

if I express my gratitude to that example of professional rigor and perseverance, which in my early years were set before me, on the opposite side of this continent; where ability and courage alleviated, in some measure, the chagrin of unsuccessful war. The campaigns in Canada owe their only honour to the naval warfare on the lakes of that country; and it was my good fortune when a youth, to be inured in such a school to the hardships and difficulties of naval life, and to learn there, that temper and perseverance must be added to professional knowledge, in order to surmount them. I am ready to acknowledge, that for the little skill I may possess as a professional man, as well as the patience I have exercised, and the perseverance I have exerted in this or any other voyage, I am indebted to the rigid discipline which necessarily arose from the continual action, hazard, and conflict of the service in which I was first engaged."

If you mean to shew the world the charts now in question for examples of your skill as a professional man, they, I am afraid, will give the nautical part of it; but an indifferent opinion of your abilities in that line of life which you were brought up in, and which you now profess; however, be all this as it may, it
never

never was my intention to find fault with, or cavil at you on that account: Few men arrive at perfection *in any line of life*, and the greater part of mankind feldom advance beyond mediocrity; yet, though we frequently find real merit and unaffected modesty joined together, we much oftener meet with two very opposite qualifications (if the old proverb is to be believed) "joined hand in hand."

Whatever may be your abilities, it was surely in your power, (wherever you have found your own inexperience aided by the information of others, to acknowledge from what source you derived your information; or, if they fortunately succeeded in making any interesting discoveries, or throwing new lights on the branch of commerce in which you were engaged, you surely might have let them enjoyed their hard earned portion of merit in quiet, and not have endeavoured, by detracting from others, to add to your own. But, no, this you could not possibly do; and therefore a spirit of envious detraction, and fastidious misrepresentation, is met with almost in every page of your work. I could not therefore suffer it to be ushered into the world unnoticed.

I am

I am aware that my observations on the different passages in your book do not proceed in a regular line; but I made them as they occurred to me, or rather, I have selected as many of them as I have had leisure to do, for all your inconsistencies would (as I have already observed) fill a quarto volume.

I am, Sir,

Yours, &c. &c.

GEORGE DIXON.

James Street, Covent Garden;
December 1, 1790.

K

NEW

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